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THE LOCAL STRIKE OFF  
Employees of Cahill Typewriter Company Return to Work.

OTHER WASHINGTON NEWS  
The Situation Elsewhere as Viewed by Machinists' Leaders.

TROUBLE ON RAILWAYS  
The machinists in the employ of the Cahill Electric Typewriter Company who struck yesterday for the nine-hour day will go back to work tomorrow morning, having gained their point. After the strike went into effect, at 11 o'clock yesterday, a meeting of the directors of the company was held and Arthur Cahill, the general manager, was authorized to inform the men that they would receive the same pay for a week of fifty-four hours as they had received for fifty-five and one-half hours, the time prevailing before the strike. A committee of the workmen was sent for by Mr. Cahill this morning. This committee was told of the decision of the company regarding hours and pay, but was told that the demand of the men, made at the time of the strike, that the shop should be unionized and all differences which might arise should be submitted to a board of arbitration, could not be granted. The committee, which consisted of Messrs. Harris, Lohr and Hingston, returned to the men thoroughly with Mr. Cahill, left with the understanding that they would report the matter to the local organization of machinists.

At 1 o'clock Fred Fletcher, president of Washington Lodge No. 193, I. A. M., told a reporter for The Star that the men had agreed to accept the conditions offered by the company and go to work tomorrow morning. He said the men considered that they had gained their point, and that they had no disposition to stand out on small differences. The nine-hour agreement was also signed today by firms comprising all the employers of machinists in this city outside of government works. These are the Hurley Machine Company, the Stroussberg & Murray Building and Construction Company, the Supply House and the Nicholas Model Company.

The General Situation.  
The general strike situation of the country is regarded today by President O'Connell of the International Association of Machinists as exceedingly bright. Thirty to thirty-five thousand men are still out. Reports of many more firms having signed yesterday and today have been received at headquarters. Among these are the works of the Morgan Machine Company in Cincinnati, Ohio. This firm has been considered for years as very antagonistic to unionism, and its concession to the demands of the men is regarded as a very promising sign. It is believed it will also have a very good influence on firms which are still striking.

Full reports of the conference held last night at the Astor House in New York have not yet reached President O'Connell. He has been informed, however, that the men have been informed by both the employers' organization and the representatives of the men, and that a recess was taken until tonight, in view of the fact that Mr. O'Connell is still very hopeful that this conference will result in the ending of the strike, so far as the eastern states are concerned.

The situation continues to present a somewhat ugly aspect. The three large firms in San Francisco seem as determined as ever to maintain their position. The situation in Cincinnati is also unchanged.

Trouble Believed to Be Imminent.  
While several railroads have adjusted their difficulties, trouble with other roads is imminent. Meantime President O'Connell of the International Association of Machinists, who is directing the strike, holds that the situation is getting brighter, and stands by his prediction that next Monday morning will witness the return of the men who went out. He said today that probably few of the men would care to return to work this morning.

President Mulholland of the Allied Metal Trades Association telegraphed from headquarters of that organization in Toledo today that he has issued orders to his men at various points to join the strike in those shops where the employers are still holding out against the demands of the machinists. This is the first time that the union has been able to add materially to the ranks of the strikers. In several of the large cities a break in the line of the employers refusing to make the concessions is claimed by the strike leaders.

Mr. O'Connell said this afternoon that the strike might extend to the Seaboard Air Line today. He said that several hundred men in different parts of the country have been in progress for some time at Portsmouth, Va., between the Seaboard and the Chesapeake and Potomac Rivers. It was reported last night that a committee was en route here from various lodges on the Southern railroad to confer with Vice President O'Connell.

The reports today show that 100 men have struck at the St. Albans, N. H., mill at Marquette, Mich., and 100 at Frankfort, Ind. These figures are approximate. Additional firms which have signed the agreements and whose men are now back at work are: All firms at Quincy, Ill., involving 200 men; Baltimore, Md., 100 men; Lynn, Mass., all of the twenty-eight firms there; Athol, Tex. Company, Athol, Mass.; 200 men; Morgan Machine Company, Cincinnati, Ohio; 200 men; Newcastle, Pa., all firms; Rochester, N. Y., three firms; three firms in Boston, Mass.; three firms in New York City; and several large concerns in Cincinnati had yet given in, though unofficial advice to headquarters was to report several firms as ready to sign. None of the big concerns in San Francisco has signed and no indication of yielding has been received from there.

The headquarters of the strike will be shifted Sunday to Toronto, where the convention of the Machinists' Association will open June 1.

Effect on War Ships.  
The Navy Department has received notification from three contractors now building warships of the pendency of a strike, viz., Moran Bros. of Seattle, the Union Iron Works of San Francisco and the Maryland Steel Company of Sparrows Point, near Baltimore. The department will make no action until the strike is over, when a decision will be made as to how many days of the delay caused by the strike.

Machinists Strike on S. A. L.  
Special Dispatch to The Evening Star.  
PORTSMOUTH, Va., May 23.—After a truce of three days, during which the ma-

chists employed in the repair shops along the Seaboard Air Line railway have been on duty awaiting the result of the conference between the committee for the union and General Manager Barr of the Seaboard, they have been ordered to strike. The final conference was totally unable to settle satisfactorily the matter at issue. The head of the system's operating department refused to recognize those members of the committee who were not employees of the company. The demands for the nine-hour day and the increase of pay were both rejected.

Immediately after the conference Organized Labor of the American Federation of Labor, who have been on the ground for some weeks, telegraphed to all members of the union employed in various shops of the system from Virginia to Florida that the system to effect an adjustment with the Seaboard having failed, they were to strike. The order becomes immediately operative. Owing to the recent heavy discharge of machinists along the system there are only about 150 men affected by the strike order.

Strike Spreads at Philadelphia.  
PHILADELPHIA, May 23.—Twenty machinists in the employ of Edward Harrington, Jr., & Co. quit work today, while six machinists and thirty-four other employees, all members of the allied trades, went on strike at the shops of Schaum & Uhlinger. The 150 employees of the Edeco Electro-dynamic Company, who have been on strike since Monday, returned to work this morning. The men were employed on 50 1/2 hours. The Harrison Safety Boiler Company decided to let the machinists' demands for the nine-hour day and the increase of pay stand. Business Agent Keegan today received a dispatch from M. S. Belk, organizer at Newport News, stating that the shipbuilders' union at that place had decided to give a final answer to their men. Permission for this day had been granted after consultation with the International Machinists' Union at Washington.

More Men Out in Boston.  
BOSTON, May 23.—The machinists of the United Shoe Machinery Company employed on the Goodyear work, 350 in number, struck in a body today, and about 50 other employees of the Goodyear factory struck in sympathy with them. The strike was due to a failure of the managers, after a series of conferences with the men, to accept the schedule demanded by the National Machinists' Union.

NEW YORK, May 23.—The executive board of the striking machinists decided today to reject the proposition made by the employers to let the men return to work in the Astor House, which committee from both sides attended. The employers will not accept the proposition, and the men do, it is said, they will in turn reject the propositions of the unionists.

HARTFORD, Conn., May 23.—A development of the machinists' strike situation today is the signing down for an indefinite period of all deliveries of the factory of the American Bicycle Company. Most of the machinists employed there are on strike.

YOUNGSTOWN, Ohio, May 23.—Twenty-five machinists employed at the Bessemer plant of the Republic Iron and Steel Company went on strike this morning, demanding that the company sign the international agreement. The men have been working ten, eleven and twelve hours a day. A conference will be held tomorrow.

DETROIT, Mich., May 23.—The local plant of the American Can and Foundry Company today accepted the demands of its 58 striking machinists, and in addition instituted a fifty-four hour week for its 3,000 other employees.

MAY MAKE TROUBLE.  
Comment of Democrats on Senator McLaughlin's Speech.  
The speech of Senator McLaughlin at Greenville, S. C., is accepted as evidence that he intends to keep up the fight he has begun for the readjustment of politics in the south. Some democrats with whom The Star reporter has talked on the subject today express the opinion that the trouble he is causing is overestimated. The trouble McLaughlin may cause is much less in the south. It is suggested that perhaps a stronger man than McLaughlin might accomplish more, but that he is apt to give the party considerable trouble if he persists in the fight.

His opinion is based upon the belief that many intelligent people in that section of the country are weary of a policy influenced solely by sectional feeling and are in sympathy with the sentiments expressed by him. It is suggested that the sympathy in his Greenville speech which will be received with approval, and that in addition to the political feeling as he may have in the state will have the sympathy of very largely of those people who have all along been distinctly hostile to the Tillman administration, and of a business element who are more concerned with the material advancement of the south than they are for the welfare of any party, and who are able to see the advantages which stand as a barrier against business considerations.

McKinsley's personal popularity in the south is not to be underestimated. The fact that of any other republican President and the bold and open compliment McLaughlin paid the President in his speech will be a great asset for the democrats. The fact that McLaughlin had a large and strongly representative audience, who heard him respectfully, if not with enthusiasm, is commented upon as significant.

NEW ARMOR TO BE TESTED.  
Trials at Indian Head Awaited With Unusual Interest.  
The first delivery of the new class of armor for naval vessels is about to be made, and the first test of the new armor will be made at the proving grounds at Indian Head next week. The contract for this armor was the largest ever made by the government, aggregating about \$7,000,000, and covering most of the armor of the ships now under construction. One of the features of the contract was a requirement that the Krupp process should be used, and the contract will be the first to show the resistance of armor manufactured under this process.

Ice Contract Awarded.  
The contract for furnishing ice to the Department of the Interior for the fiscal year ending June 30, 1902, was today awarded to the American Ice Company, the contract price being 19 cents a hundred weight for ice delivered at the proving grounds. The contract for the purchase of waste paper from the department, 36 1/2 cents a hundred weight, was accepted.

Movements of Naval Vessels.  
The Culebra has arrived at Manila. She will soon leave for the United States. The Iris has arrived at Hong Kong, the Leyden at Newport, the Concord at Yokohama and the Eagle at Key West. The Mayflower, with Governor Allen of Porto Rico aboard, arrived at San Juan today. The Topoka sailed from Hampton Roads for Port Royal. The Dolphin has arrived at Washington. The collier Alexander, which has aboard 5,000 tons of coal to stock the new naval station at Pichilingo, on the west coast of Mexico, reached Montevideo yesterday.

Conditions in Dahomey.  
Consul General Guenther at Frankfort, in a report to the State Department, states that the economical condition of Dahomey is extremely satisfactory, and that the expectations entertained when the colony was formed have been surpassed. The consul general says that in 1890 the colony amounted to \$1,825,000 and in 1900 to \$5,404,000. In 1897 the colony amounted to \$1,825,000 and in 1900 to \$5,404,000.

Immigration Plant Inspected.  
NEW YORK, May 23.—The members of the subcommittee of the United States industrial commission went to Ellis Island today to inspect the immigration bureau plant there.

Post offices were established today in Virginia at Halley, Prince Edward county, with James H. Ward as postmaster, and at Nile, Prince Edward county, with Thos. H. Ellis as postmaster.

Owen E. Wilson has been appointed postmaster at Piedmont, Lee county, Va., vice Rebecca J. Wood, resigned.

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